



U.S. Department
of Transportation
**Federal Aviation
Administration**

OFFICE OF AIR TRAFFIC SYSTEM EFFECTIVENESS QUARTERLY REPORT

**SECOND QUARTER OF
FISCAL YEAR 1992
MAY 15, 1992**

**A-W(AT/TR/TP/TM/TZ)-2; A-W(TH)-3;
A-X(AT)-3; A-FAT-O (1 EA);
AAC-930 (1 EA)**

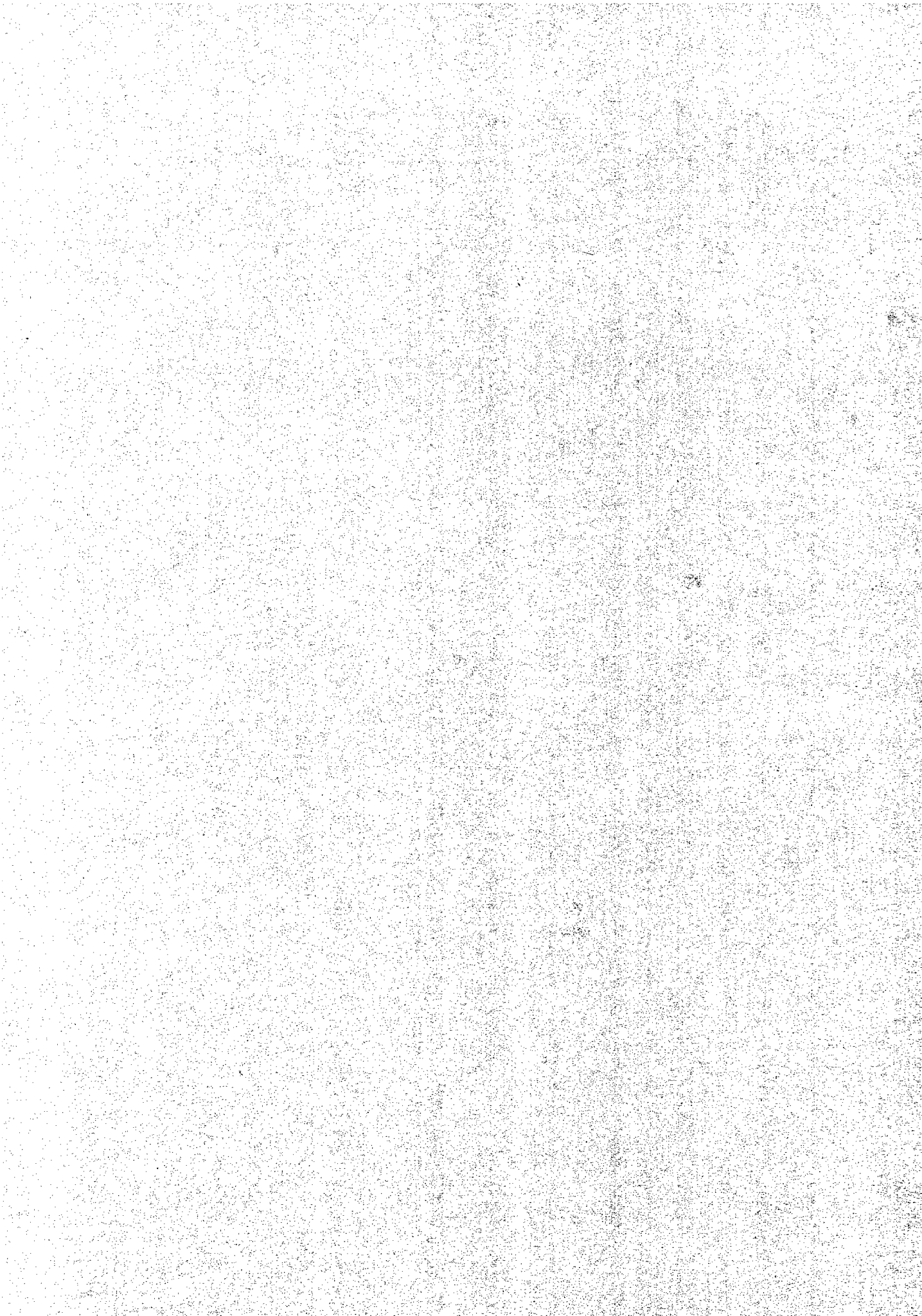


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1.0 OVERVIEW

The following are highlights of information contained in this report.

ERRORS - SECOND QUARTER

- Operational errors in the second quarter of FY 1992 increased by 30 percent from the second quarter in FY 1991.
- En route errors increased by 11 percent for the second quarter of FY 1992 compared to the second quarter in FY 1991.
- Terminal errors increased by 55 percent in the second quarter of FY 1992 compared to the second quarter in FY 1991.
- Surface errors, a subset of terminal errors, showed no change in the second quarter of FY 1992 compared to the second quarter in FY 1991.

OPERATIONAL DEVIATIONS

- Operational deviations increased by 25 percent in the second quarter of FY 1992 compared to the second quarter in FY 1991.

FLIGHT ASSISTS

- There were 299 flight assist reports filed during the second quarter of FY 1992.

EVALUATIONS

- There were 78 full-facility evaluations conducted in the second quarter of FY 1992.
- Eighty-three followup evaluations were conducted during the second quarter of FY 1992.
- ATH conducted 4,855 inflight evaluations during the second quarter of FY 1992.
- During the second quarter of FY 1992, 170 UCR's were filed.

2.0 OPERATIONAL ERRORS/DEVIATIONS - QUARTERLY SUMMARY

For the 3-month period ending March 31, 1992, there was a total of 195 operational errors. This was a 30 percent increase in reported errors compared to this same period a year ago. The distribution of errors for this quarter by air traffic option is shown in Table 1 below. Figure 1 shows a comparison of the second quarter for FY's 1988 to 1992 by month.

TABLE 1 QUARTERLY COMPARISON OF OPERATIONAL ERRORS TOTAL ERRORS BY OPTION January - March			
<u>OPTION</u>	<u>1991</u>	<u>1992</u>	<u>DIFFERENCE</u>
Center	83	92	+9
Terminal	66	102	+36
Flight Service	1	1	0
TOTAL	150	195	+45

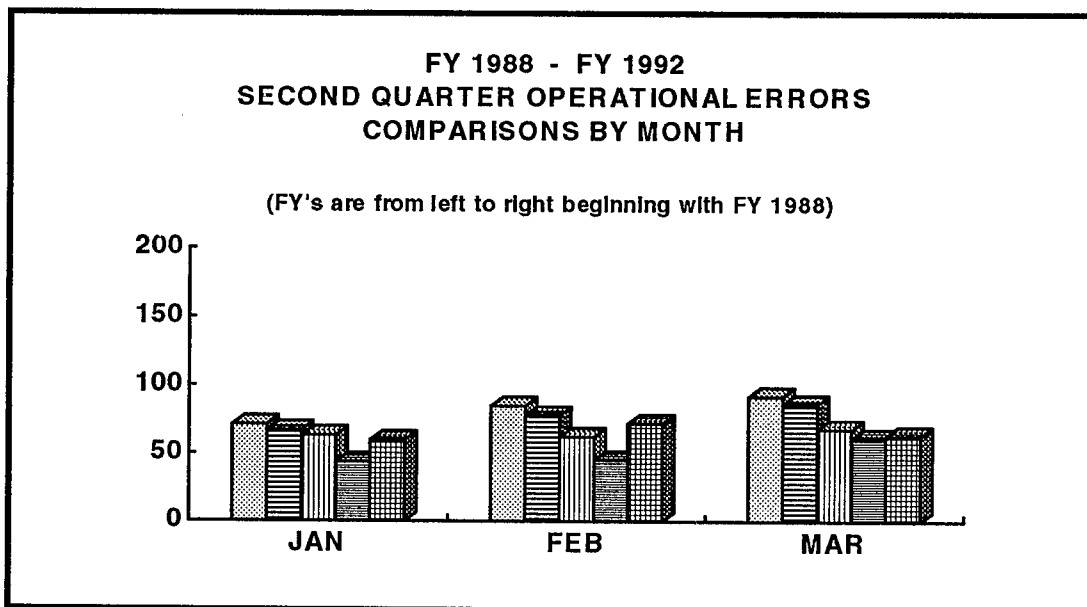


Figure 1

En Route Errors

The number of en route errors is listed in Table 2. Figure 2 shows these errors, ranked by center, for the quarter. It also shows the facility ranking for the same quarter in FY 1991.

<u>MONTH</u>	<u>1991</u>	<u>1992</u>	<u>DIFFERENCE</u>
January	25	26	+1
February	20	40	+20
March	38	26	-12
TOTAL	83	92	+ 9

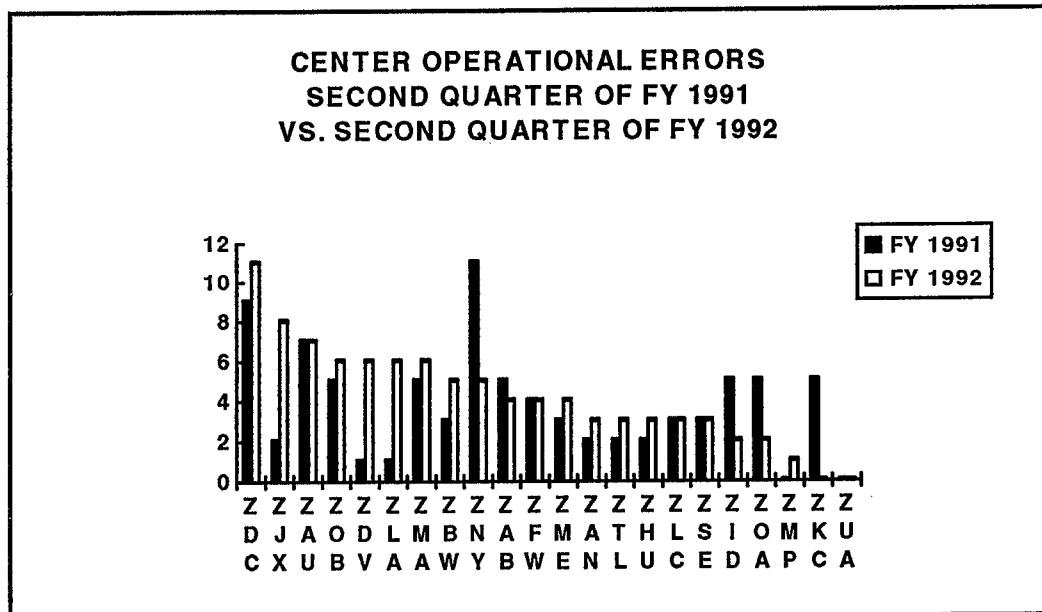


Figure 2

Terminal Errors

Terminal errors have increased by 36 from the same period last year for a 55 percent increase (66 last year vs. 102 this year [Table 3]).

TABLE 3
MONTHLY COMPARISON OF OPERATIONAL ERRORS
TERMINAL ERRORS
January - March

<u>MONTH</u>	<u>1991</u>	<u>1992</u>	<u>DIFFERENCE</u>
January	19	34	+15
February	24	31	+ 7
March	23	37	+14
TOTAL	<u>66</u>	<u>102</u>	<u>+36</u>

Surface Errors

There was no change in surface errors (a subset of terminal errors) for the second quarter of FY 1992 compared to the second quarter in FY 1991 (18 for both time periods [Table 4]). Figure 3 displays surface errors for FY's 1987 to 1992.

TABLE 4
MONTHLY COMPARISON OF OPERATIONAL ERRORS
TERMINAL SURFACE ERRORS
January - March

<u>MONTH</u>	<u>1991</u>	<u>1992</u>	<u>DIFFERENCE</u>
January	8	4	- 4
February	5	11	+ 6
March	5	3	- 2
TOTAL	<u>18</u>	<u>18</u>	<u>0</u>

SURFACE ERROR COMPARISON FOR FY 1987 THROUGH FY 1992						
<u>MONTH</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>
OCT	12	8	4	8	11	10
NOV	9	9	7	7	9	0
DEC	8	10	7	5	9	4
JAN	1	7	3	9	8	4
FEB	8	11	3	7	5	11
MAR	10	11	8	8	5	3
APR	5	6	7	5	5	
MAY	13	8	3	6	10	
JUN	20	9	3	10	10	
JUL	8	8	14	7	5	
AUG	12	5	14	10	5	
SEP	11	5	4	9	7	
TOTAL	<u>117</u>	<u>97</u>	<u>77</u>	<u>91</u>	<u>89</u>	<u>32</u>

Figure 3

Operational Deviations

An operational deviation is an occurrence where the applicable separation minimum was maintained between aircraft, but an aircraft entered protected airspace or airspace delegated to another position or facility without prior approval or coordination, or an aircraft entered airspace at an altitude or route contrary to that previously approved. Operational deviations also include instances on the ground where an aircraft or other vehicle enters a landing area controlled by another controller without prior approval. Table 5 lists the operational deviation comparison for the January-March timeframes. There has been a 25 percent increase in the total number of operational deviations that have occurred this quarter versus the same quarter in FY 1991 (52 in FY 1991 vs. 65 in FY 1992).

TABLE 5 MONTHLY COMPARISON OF OPERATIONAL ERRORS January - March			
<u>MONTH</u>	<u>1991</u>	<u>1992</u>	<u>DIFFERENCE</u>
January	14	21	+ 7
February	19	27	+ 8
March	19	17	- 2
TOTAL	<u>52</u>	<u>65</u>	<u>+ 13</u>

Figure 4 shows a comparison by month of the second quarter for FY's 1988 through 1992. Figure 5 shows operational deviations by quarter for FY's 1988 through 1992.

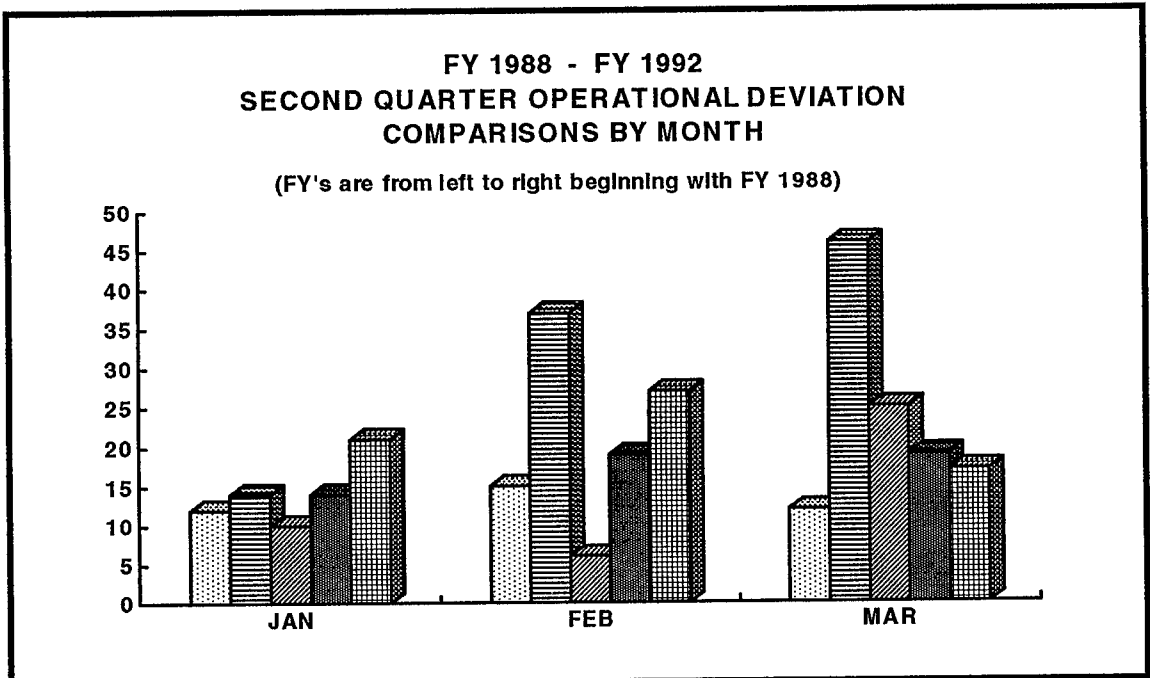


Figure 4

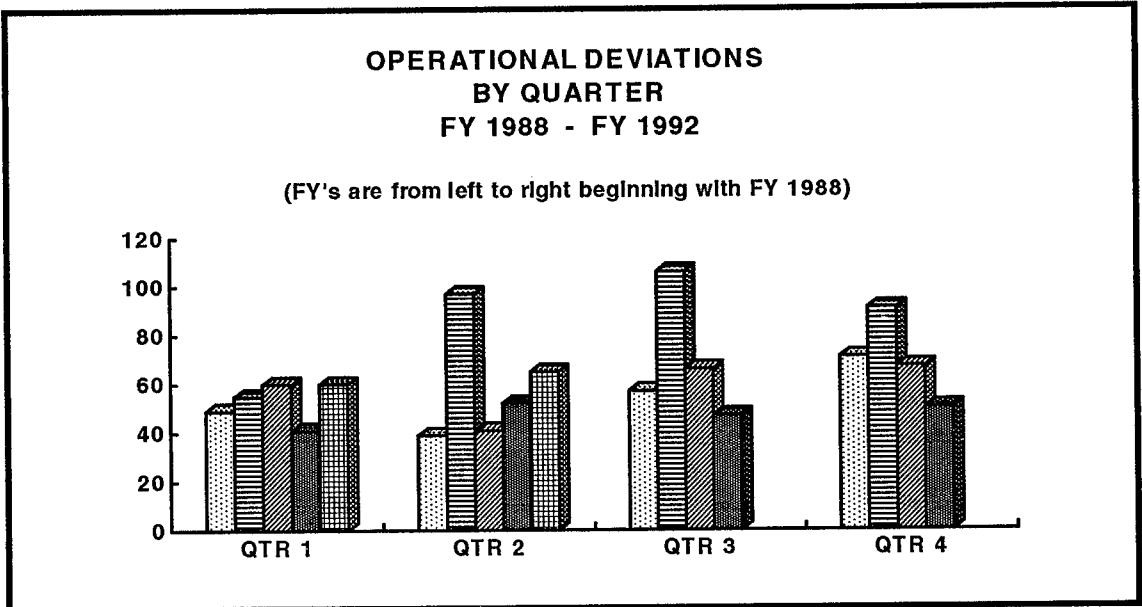


Figure 5

Regional Comparison

Figure 6 shows a comparison of operational errors by region for the second quarter of FY's 1991 and 1992.

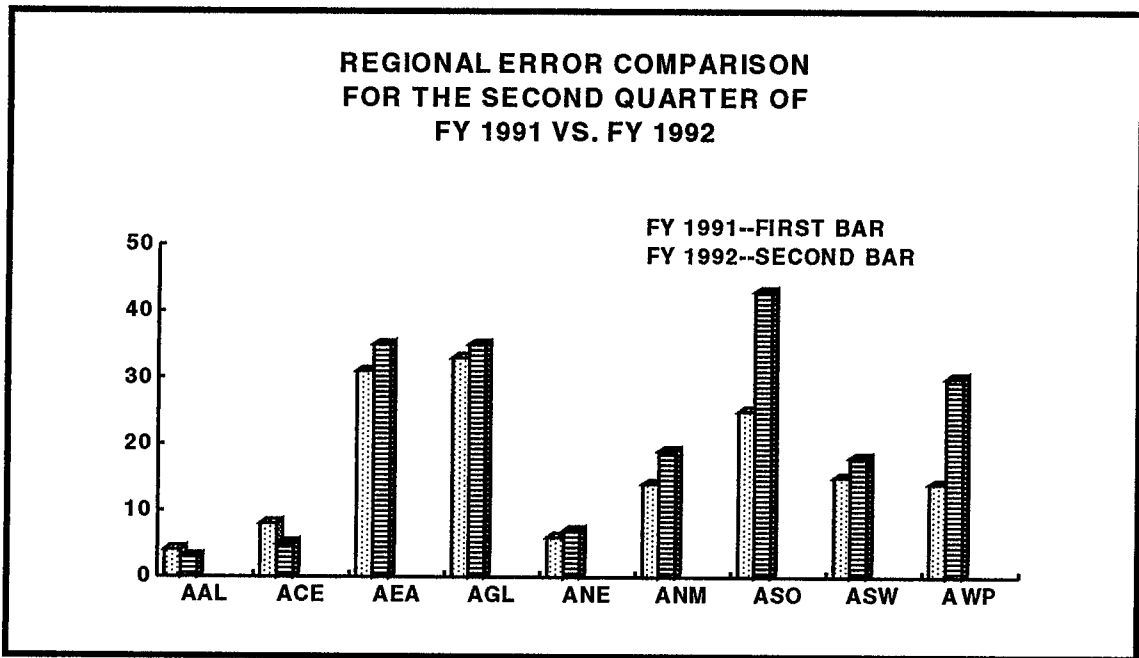


Figure 6

2.1 OPERATIONAL ERRORS/DEVIATIONS - MIDYEAR SUMMARY

Operational errors in the first half of FY 1992 increased by 8 percent from FY 1991. Figure 7 shows a cumulative comparison of FY's 1988 through 1992.

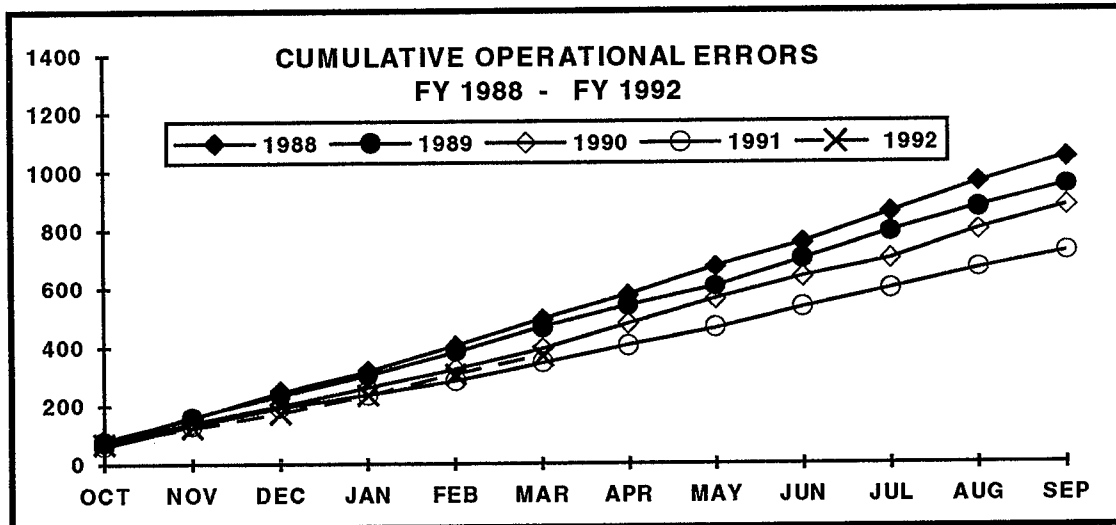


Figure 7

En Route Errors

Operational errors in the center option decreased by 12, or 6 percent, for the first half of FY 1992 compared to the first half of FY 1991. In addition, the first half of FY 1992 is 43 percent below the first half of FY 1988. Figure 8 shows a monthly comparison for FY's 1988 through 1992. Figure 9 shows en route errors by center, most to least, for FY 1992.

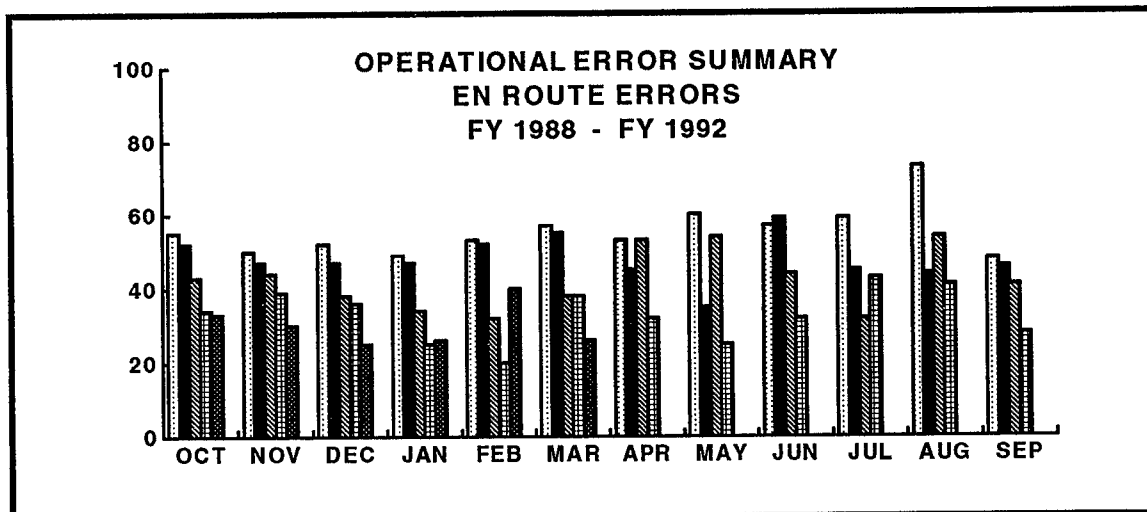


Figure 8

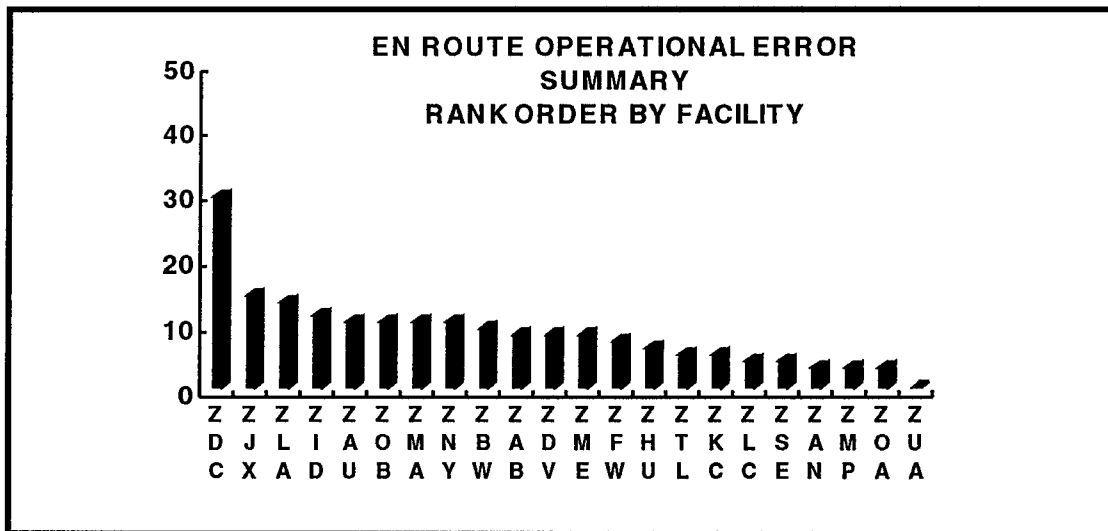


Figure 9

Terminal Errors

Reported terminal operational errors for the first half of FY 1992 have increased by 26 percent over the same time period in FY 1991, and by 7 percent over the same period in FY 1988. Figure 10 shows a monthly comparison for FY's 1988 through 1992.

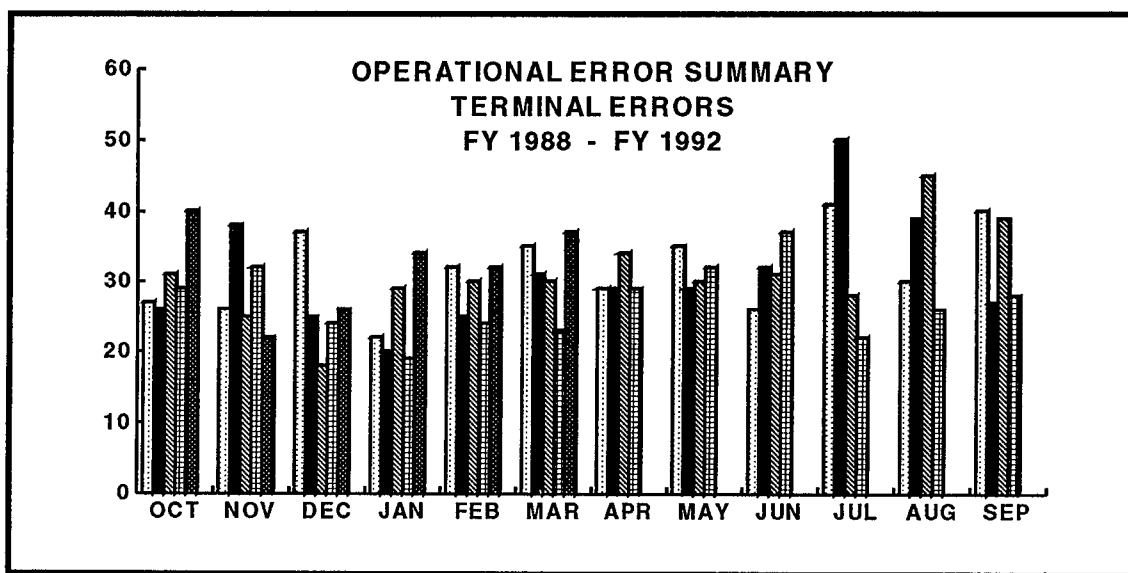


Figure 10

Surface Errors

There were 32 surface errors in the first half of FY 1992. This represents a decrease of 15, or 32 percent, over the same time period in FY 1991. This also represents a 43 percent decrease over the same period in FY 1988.

Operational Deviations

Operational deviations for the first 6 months of FY 1992 increased by 32 (93 in FY 1991 vs. 125 in FY 1992) or 34 percent. Figure 11 shows a monthly comparison of operational deviations for FY's 1988 through 1992.

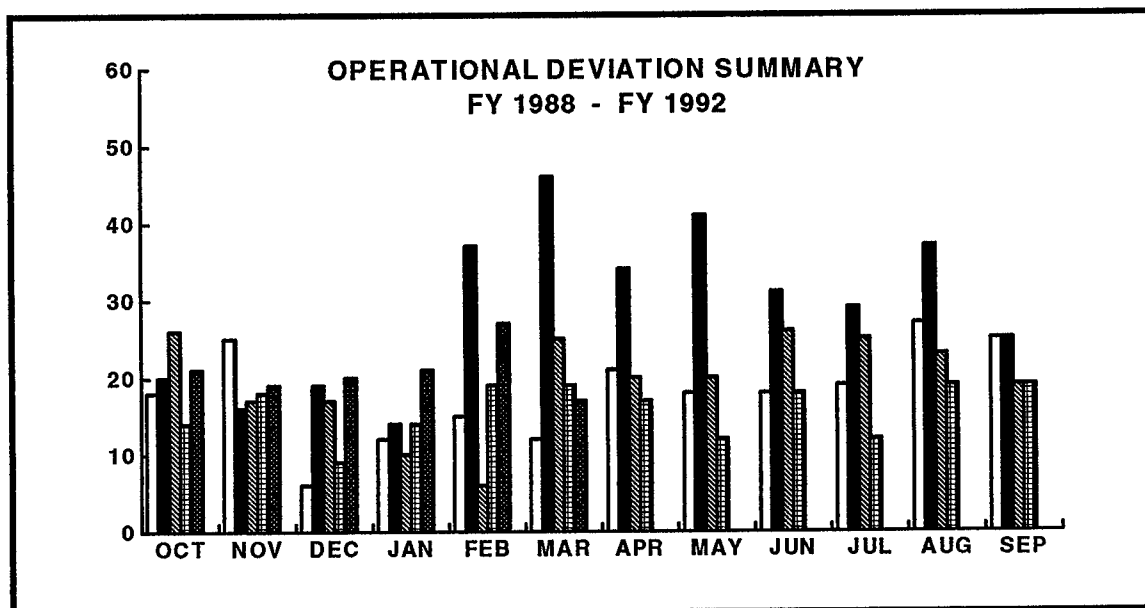


Figure 11

3.0 FLIGHT ASSISTS - QUARTERLY SUMMARY

There were 299 flight assist reports filed for the second quarter of FY 1992. These reports showed 589 people on board the aircraft. **NOTE: If the number of persons on board was reported as unknown or left blank, one is presumed.**

A comparison of the total number of flight assists by region, facility type, cause, and method of assistance for the second quarter of FY's 1991 and 1992 is shown below. **NOTE: More than one cause or method of assistance is possible per flight assist.**

TABLE 1		
<u>REGION</u>	<u>2ND QTR FY-91</u>	<u>2ND QTR FY-92</u>
AAL	4	3
ACE	16	15
AEA	20	46
AGL	48	49
ANE	21	28
ANM	27	37
ASO	68	56
ASW	60	37
AWP	21	28
TOTAL	<u>285</u>	<u>299</u>

FLIGHT ASSISTS SUBMITTED BY REGION

TABLE 2				
	<u>2ND QTR FY-91 TOTAL</u>	<u>% OF TOTAL *</u>	<u>2ND QTR FY-92 TOTAL</u>	<u>% OF TOTAL *</u>
FSS	94	33.0	99	33.1
ATCT	120	42.1	138	46.2
ARTCC	71	24.9	62	20.7
TOTAL	<u>285</u>		<u>299</u>	

FLIGHT ASSISTS BY OPTION

TABLE 3

	2ND QTR FY-91 <u>TOTAL</u>	% OF <u>TOTAL</u> *	2ND QTR FY-92 <u>TOTAL</u>	% OF <u>TOTAL</u> *
LOST EQUIPMENT	119	37.4	130	40.1
 FAILURE	115	36.2	109	33.6
WX-RELATED	48	15.1	51	15.7
LOW FUEL	24	7.5	19	5.9
GEAR UP	12	3.8	15	4.6
TOTAL	318		324	

PRIMARY CAUSES

TABLE 4

	2ND QTR FY-91 <u>TOTAL</u>	% OF <u>TOTAL</u> *	2ND QTR FY-92 <u>TOTAL</u>	% OF <u>TOTAL</u> *
RADAR	201	57.6	196	57.3
DF	44	12.6	37	10.8
VOR	49	14.0	53	15.5
GEOGRAPHIC FEATURES	28	8.0	24	7.0
OTHER AIRCRAFT	27	7.7	32	9.4
TOTAL	349		342	

METHODS OF ASSISTANCE

***PERCENTAGES ARE ROUNDED**

3.1 FLIGHT ASSISTS - MIDYEAR SUMMARY

There were 596 flight assist reports filed for the first half of FY 1992. These reports showed 1,205 people on board the aircraft. **NOTE: If the number of persons on board was reported as unknown or left blank, one is presumed.**

A comparison of the total number of flight assists by region, facility type, cause, and method of assistance for the first half of FY's 1991 and 1992 is shown below. **NOTE: More than one cause or method of assistance is possible per flight assist.**

TABLE 1		
<u>REGION</u>	<u>1ST HALF FY-91</u>	<u>1ST HALF FY-92</u>
AAL	7	6
ACE	34	29
AEA	43	85
AGL	92	92
ANE	53	65
ANM	50	63
ASO	143	128
ASW	112	75
AWP	55	53
TOTAL	<u>589</u>	<u>596</u>

FLIGHT ASSISTS SUBMITTED BY REGION

TABLE 2				
	<u>1ST HALF FY-91 TOTAL</u>	<u>% OF TOTAL *</u>	<u>1ST HALF FY-92 TOTAL</u>	<u>% OF TOTAL *</u>
FSS	215	36.5	188	31.5
ATCT	232	39.4	274	46.0
ARTCC	142	24.1	134	22.5
TOTAL	<u>589</u>		<u>596</u>	

FLIGHT ASSISTS BY OPTION

TABLE 3

	1ST HALF FY-91 <u>TOTAL</u>	% OF <u>TOTAL</u> *	1ST HALF FY-92 <u>TOTAL</u>	% OF <u>TOTAL</u> *
LOST EQUIPMENT	278	42.2	265	42.4
FAILURE	215	32.7	182	29.1
WX-RELATED	90	13.7	102	16.3
LOW FUEL	47	7.1	43	6.9
GEAR UP	28	4.3	33	5.3
TOTAL	<u>658</u>		<u>625</u>	

PRIMARY CAUSES

TABLE 4

	1ST HALF FY-91 <u>TOTAL</u>	% OF <u>TOTAL</u> *	1ST HALF FY-92 <u>TOTAL</u>	% OF <u>TOTAL</u> *
RADAR	393	55.0	391	57.4
DF	100	14.0	76	11.2
VOR	106	14.8	104	15.3
GEOGRAPHIC FEATURES	62	8.7	55	8.1
OTHER AIRCRAFT	53	7.4	55	8.1
TOTAL	<u>714</u>		<u>681</u>	

METHODS OF ASSISTANCE

*PERCENTAGES ARE ROUNDED

4.0 FACILITY EVALUATIONS

The four field evaluation branches (IAD, DFW, ATL, and SEA) of the headquarters Evaluations Division, ATH-100, accomplished 78 full-facility evaluations (2 ARTCC's, 46 ATCT's, 18 AFSS's/FSS's, 1 TRACAB, 2 TRACON's, 3 non-Federal towers, 5 contract towers, and 1 special evaluation) during the second quarter of FY 1992. Three of these evaluations were accomplished by AAL-506. These evaluations represented a cross-section of facilities throughout the air traffic control system. Facilities evaluated were:

ARTCC's

Memphis
Seattle

ZME
ZSE

ATCT's

Orlando
Orlando Executive
Palm Beach
Phoenix Glendale
Phoenix-Deer Valley
Pompano
Poughkeepsie
Redding
Reid Hillview
Reno
Riverside
San Jose
Santa Monica
Spokane
Toledo
Tuscaloosa
Tucson
Waco
Waco TSTI
Winston-Salem
MCO
ORL
PBI
GEU
DVT
PMP
POU
RDD
RHV
RNO
RAL
SJC
SMO
GEG
TOL
TCL
TUS
ACT
CNW
INT

ATCT's

Andrews
Binghamton
Boeing Field
Bridgeport
Burlington
Dallas Redbird
David Wayne Hooks
Detroit City
Detroit-Willow Run
Fort Lauderdale Exec.
Goodyear
Greensboro
Huntsville
Jeffco
Kenai
Lubbock
McAllen
Miami
Napa
New Orleans Lakefront
New Orleans Moisant
Newport News
Norfolk
North Perry
Ontario
Opa Locka

ADW
BGM
BFI
BDR
BTV
RBD
DWH
DET
YIP
FXE
GYR
GSO
HSV
BJC
ENA
LBB
MFE
MIA
APC
NEW
MSY
PHF
ORF
HWO
ONT
OPF

AFSS's/FSS's

Bowling Green
Bozeman
Burlington
Cedar City
Cordova
Crestview
Denver
Dothan
BWG
BZN
BTV
CDC
CDV
CEW
DEN
DHN

AFSS's/FSS's

Gulkana	GKN
Jackson	MKL
Miami	MIA
Montgomery	MGM
Morgantown	MGW
Muscle Shoals	MSL
Pensacola	PNS
Redmond	RDM
Reno	RNO
San Diego	SAN

TRACAB

Houston Hobby	HOU
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TRACON

Minneapolis	M98
Ontario	O40

NON-FEDERAL TOWERS

Gwinn	UTX
Space Center	TIX
Stuart	SUA

CONTRACT TOWERS

Cape Girardeau	CGI
Laredo	LRD
Mojave	MHV
Paducah	PAH
Stewart	SWF

SPECIAL EVALUATION

ACE-500	Division
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In addition to the full-facility evaluations listed, 83 followup evaluations (59 ATCT's, 19 AFSS's/FSS's, 1 RAPCON, 1 TRACAB, 1 TRACON, and 2 contract towers) were conducted at the following facilities (including 8 accomplished by AAL-506):

ATCT's

Akron-Canton	CAK
Alexandria	ESF
Amarillo	AMA
Appleton	ATW
Ardmore	ADM
Atlantic City	ACY
Bethel	BET
Baltimore	BWI
Bedford	BED
Brownsville	BRO
Camarillo	CMA
Capital City	CXY
Casper	CPR
Chico	CIC
Chino	CNO
Craig	CRG
Daytona Beach	DAB
Dothan	DHN
El Monte	EMT
Elmira	ELM
Felts Field	SFF

ATCT's

Fort Lauderdale	FLL
Fresno	FAT
Fullerton	FUL
Grand Canyon	GCN
Grand Junction	GJT
Great Falls	GTF
Harrisburg	MDT
Houma	HUM
Hutchinson	HUT
Jacksonville	JAX
Joplin	JLN
JFK International	JFK
Key West	EYW
King Salmon	AKN
La Verne-Brackett	POC
Lake Charles	LCH
Lebanon	LEB
Lewiston	LWS
Lincoln	LNK
Memphis	MEM
Melbourne	MLB

ATCT's

Millville
 Oxnard
 Olympia
 Phoenix-Falcon Field
 Pensacola
 Salina
 San Diego Brown
 Shreveport Downtown
 Springfield
 St. Paul
 Syracuse-Hancock
 Tallahassee
 Tacoma Narrows
 Vero Beach
 Washington Dulles
 Washington National
 Wichita

MIV
 OXR
 OLM
 FFZ
 PNS
 SLN
 SDM
 DTN
 SGF
 STP
 SYR
 TLH
 TIW
 VRB
 IAD
 DCA
 ICT

AFSS's/FSS's

Bethal
 Bridgeport
 Casper
 Columbus
 Elmira
 Fresno
 Great Falls
 Iliamna
 Jacksonville

BET
 BDR
 CPR
 OLU
 ELM
 FAT
 GTF
 ILI
 JAX

AFSS's/FSS's

Ketchikan
 King Salmon
 Louisville
 McAllen
 McComb
 McGrath
 Nome
 Spokane
 Tallahassee
 Utica

KTN
 AKN
 LOU
 MFE
 MCB
 MCG
 OME
 SFF
 TLH
 UCA

RAPCON

Rome-Griffiss AFB RME

TRACAB

Monroe MLU

TRACON

Phoenix P50

CONTRACT TOWERS

Bellingham BLI
 Pendleton PDT

The total number of frequencies monitored during the second quarter of FY 1992 was 6,210. ATH personnel monitored 4,855 and regional office personnel monitored the remaining 1,355.

5.0 ACCIDENT INVESTIGATION AND LITIGATION

5.1 ACCIDENT INVESTIGATION

DERBY 11, EVANSVILLE, INDIANA, FEBRUARY 6, 1992

Derby 11, a C130, crashed into a motel near the airport after completing a low approach to Runway 22 at Evansville. The aircraft and motel were destroyed, the crew of the C130 and several persons on the ground were killed.

BOSTON ARTCC

An onsite investigation was conducted at the Boston ARTCC concerning an accident of an aircraft that had been on approach to the Saranac Lake, New York, airport. Boston ARTCC had been working the aircraft at the time. The NTSB determined that there was no air traffic involvement.

N69662, SAGINAW, MICHIGAN, MARCH 5, 1992.

N69662 had just departed, reported a jammed elevator, and requested to return for landing. Meanwhile, a DC9 that had been placed in position to hold had been cleared for takeoff. N79662 was asked if it could make a 360 degree turn; it advised that it could not. The pilot was cleared to land at his discretion, caution wake turbulence. The aircraft was observed making abnormal maneuvers just prior to crashing next to the runway.

CAROLINA TRAINER 2 (CLDT2), KNOXVILLE, TENNESSEE, MARCH 12, 1992

On March 12 at 0013 EST, Carolina Trainer 2 (JA31) crashed while doing night landings at McGhee-Tyson Airport (TYS). The crew was in training for a night proficiency check; during one of its landings, both props struck the runway. After completing a successful go-around and an attempted subsequent landing, the aircraft crashed with the loss of two lives.

N65737 NEAR WASHINGTON NATIONAL AIRPORT (DCA), MARCH 15, 1992

N65737, a Cessna 172, crashed south of DCA while making an approach. Air traffic handling was evaluated by this office and the NTSB. No fault was found with the service provided to the flight.

5.2 ACCIDENT LITIGATION IN PROGRESS

PETTORINI v UNITED STATES

This litigation is the result of the accident of N43253, a PA28, that crashed off the Atlantic Coast while communicating with Palm Beach Approach. Trial commenced on April 15 and will terminate on approximately April 22.

FOTCHMAN/PERRY v UNITED STATES

This litigation involves a midair collision between N9750Y, a BE55, and N42695, a C180. Both aircraft were in VFR conditions and in radio and radar contact with Stockton Approach. This case is in discovery, and Air Traffic and Airways Facilities personnel have been deposed. Plaintiffs have given notice on future depositions with data system personnel.

CAPERTON v UNITED STATES

This litigation is the result of the crash of N5545N, a C182, near Gorman, California, on November 25, 1988. The aircraft was on an IFR flight plan and was being controlled by Bakersfield Approach when it encountered turbulence. Plaintiffs contend that when the pilot reported turbulence and requested vectors to a clear area, Bakersfield Approach vectored the aircraft westerly into an area of high terrain, rather than to the east into an area of lower terrain.

Discovery started in January 1992 and should last for at least a year.

FINLEY v UNITED STATES

This litigation is the result of the crash of N911SC, a BE55, while executing an IFR approach to Montgomery Field, California, on November 11, 1983. Plaintiffs contend that, while the aircraft was in radio and radar contact with San Diego Approach, it descended below the minimum safe altitude for the approach and the controller neglected to warn the pilot. Plaintiffs also contend that this action was formulated by the loss of Minimum Safe Altitude Warning (MSAW) equipment during the approach.

This case is in the discovery stage and air traffic personnel have been deposed. Data system personnel were deposed in March, and further depositions will follow.

MULTILITIGATION v UNITED STATES

This litigation is the result of the accident of AVA 052, a B707, at Cove Neck, New York, on January 25, 1990. Due to numerous suits filed throughout the country, the cases have been consolidated in the Eastern District of New York for one trial.

This case has just completed the discovery stage, and will probably come before the court in September or October 1992. This quarter there have been eight personnel briefed and deposed in New York.

LOVE, PENTA B., ET AL v UNITED STATES

This case involves the crash of N8342L, a PA28, while on an ILS approach to Runway 7 at Jacksonville International Airport. The pilot was operating under FAR Part 135, Air Taxi Operations. He departed VFR from St. Simons Island, Georgia, and called Jacksonville Approach over St. Mary's Airport approximately 13 miles NNE of Jacksonville, Florida. The pilot initially requested an SVFR then later amended his request to an IFR clearance. The pilot crashed approximately 1 mile from the end of the runway. The plaintiff is alleging that the controller failed to comply with several sections of Order 7110.65; e.g., proper distance from the final approach fix for a turn onto final, issue runway visual range values, and late transfer of communication to the tower controller. Depositions have been completed.

Trial was on April 13 and 14. The case was not finished and will be resumed on April 28 in Savannah, Georgia.

WEBB/CHARLESWORTH v UNITED STATES

This case involves the crash of N8471F, a PA28, at Roswell Airport, New Mexico. The pilot departed Salt Lake City VFR for Roswell. He stopped en route to affect radio repairs and then continued on to Roswell. The pilot called Roswell ATCT and requested an SVFR, which was issued. He crashed approximately 5 miles from Roswell Airport. The plaintiff contends that adequate weather briefings were not provided to the pilot, nor did controllers at Roswell Airport keep the pilot apprised of changing weather conditions. Controller depositions have been taken.

Trial will probably begin on or about May 11.

5.3 COMPLETED ACCIDENT LITIGATION

KILKENNY v AMERICAN AIRLINES v UNITED STATES

This litigation is the result of a taxi accident between AAL 967, a B727, and a State of Rhode Island sweeper. The accident occurred while AAL 967 taxied from the ramp for takeoff and collided with the sweeper that was stationary off the taxiway, but close enough for the wing of the B727 to hit.

Plaintiffs contend that the ground controller failed to warn the pilot that the sweeper was holding. The United States was brought into this case as a third party and has settled out of court for \$2,000 for lawyers fees.

RETI v UNITED STATES

This litigation is the result of the crash of TACA 800, a DC6, due to fuel starvation in the vicinity of Leeville, Louisiana, on July 20, 1988. The aircraft was being controlled by Houston ARTCC. Litigation against the government was pursued by the three crew members.

In January, the Government settled out of court with the pilot and first officer for \$200,000 and \$250,000 respectively. In March, the law suit by the flight engineer was brought before Federal court with the Government being found 20 percent at fault, the crew 80 percent. The courts awarded payment of \$120,000 to the widow and one child and awarded \$30,000 towards payment of the DC6.

REISER v UNITED STATES

This case involves a student pilot in N93748, a C152, that crashed while on final approach to Dupage Airport on April 15, 1989. The student pilot had previously completed three successful landings and on this approach was being sequenced behind a departing King Air. Plaintiffs contend that the controller did not provide enough separation to the student pilot and, while attempting to provide her own separation, she stalled and crashed.

This case went to Federal court in Chicago in March; the Government was found to be 90 percent at fault, the student pilot 10 percent. The courts awarded the parents and siblings \$2,000,000 of which the Government's portion was \$1,801,000.

5.4 ONSITE REVIEWS

Eight onsite reviews were conducted during this quarter with the primary focus on quality assurance. Several of the facilities visited had no written or established quality assurance program. In some of the facilities, interaction between quality assurance, procedures, and the training department was minimal. It was also very apparent that the practice, and a necessary practice, of placing persons in the quality assurance arena for a 1-year detail is detrimental UNLESS there is an established written program. It was also found that those outside of the quality assurance and management functions have little or no knowledge of what quality assurance is, other than they show up when an operational error occurs. It is imperative that the quality assurance message be carried to each individual in each facility, that the role of each individual is well defined for the quality assurance effort, and, finally, that those in the quality assurance function interact with all other entities within the facility.

5.5 REGIONAL QUALITY ASSURANCE REVIEWS

Six regional system effectiveness sections were visited during the quarter. These reviews revealed a high degree of activity by these sections in the quality assurance effort. TELCON's have been established by the section supervisors with at least hub quality assurance functions. The tracking of operational error trends for facilities has been established, deviations are being watched closely, and operational error final reports and accident packages are thoroughly reviewed. The emphasis within each section reviewed was on prevention of incidents. A high level of expertise and commitment existed in all regions visited.

5.6 ACCIDENT PACKAGES AND CLAIMS

Seventy-two accident packages were received during the quarter, 228 were purged, leaving a total of 858 packages on file.

Eight claims were received, bringing the total claims in file to 68.

6.0 UNSATISFACTORY CONDITION REPORTS (UCR) - QUARTERLY SUMMARY

There were 170 UCR's filed for the second quarter of FY 1992. The following tables represent the number of UCR's submitted by region, facility option, and the type of condition reported for the second quarter of FY's 1991 and 1992. There were 135 UCR's closed during the second quarter of FY 1992 compared to 113 closed during the second quarter of FY 1991. **NOTE: More than one condition reported is possible per UCR.**

TABLE 1		
<u>REGION</u>	<u>2ND QTR FY-91</u>	<u>2ND QTR FY-92</u>
AAL	3	0
ACE	6	8
AEA	26	36
AGL	24	45
ANE	10	14
ANM	11	9
ASO	29	26
ASW	8	15
AWP	16	16
HQS	1	1
TOTAL	<u>134</u>	<u>170</u>

UCR'S SUBMITTED PER REGION

TABLE 2				
	<u>2ND QTR FY-91 TOTAL</u>	<u>% OF TOTAL *</u>	<u>2ND QTR FY-92 TOTAL</u>	<u>% OF TOTAL *</u>
ARTCC	46	34.3	38	22.4
ATCT	72	53.7	101	59.4
FSS	15	11.2	30	17.6
HQS	1	0.7	1	0.6
TOTAL	<u>134</u>		<u>170</u>	

UCR'S SUBMITTED BY OPTION

TABLE 3

	2ND QTR FY-91 <u>TOTAL</u>	% OF <u>TOTAL</u> *	2ND QTR FY-92 <u>TOTAL</u>	% OF <u>TOTAL</u> *
PROCEDURE	40	24.7	53	23.7
EQUIPMENT	85	52.5	97	43.3
ENVIRONMENT	21	13.0	41	18.3
SERVICES	10	6.2	14	6.3
PUBLICATIONS	0	0.0	7	3.1
OTHER	6	3.7	11	4.9
UNLISTED	0	0.0	1	0.4
TOTAL	<u>162</u>		<u>224</u>	

CONDITIONS REPORTED

***PERCENTAGES ARE ROUNDED**

6.1 UNSATISFACTORY CONDITION REPORTS (UCR) - MIDYEAR SUMMARY

There were 361 UCR's filed for the first half of FY 1992. The following tables represent the number of UCR's submitted by region, facility option, and the type of condition reported for the first half of FY's 1991 and 1992. There were 300 UCR's closed during the first half of FY 1992 compared to 290 closed during the first half of FY 1991. **NOTE: More than one condition reported is possible per UCR.**

TABLE 1

<u>REGION</u>	<u>1ST HALF FY-91</u>	<u>1ST HALF FY-92</u>
AAC	1	0
AAL	4	2
ACE	11	22
AEA	64	85
AGL	75	76
ANE	20	23
ANM	28	34
ASO	45	51
ASW	15	27
AWP	39	40
HQS	1	1
TOTAL	<u>303</u>	<u>361</u>

UCR'S SUBMITTED PER REGION

TABLE 2

	<u>1ST HALF FY-91 TOTAL</u>	<u>% OF TOTAL *</u>	<u>1ST HALF FY-92 TOTAL</u>	<u>% OF TOTAL *</u>
AAC	1	0.3	0	0.0
ARTCC	92	30.4	104	28.8
ATCT	176	58.1	197	54.6
FSS	33	10.9	59	16.3
HQS	1	0.3	1	0.3
TOTAL	<u>303</u>		<u>361</u>	

UCR'S SUBMITTED BY OPTION

TABLE 3

	1ST HALF FY-91 <u>TOTAL</u>	% OF <u>TOTAL</u> *	1ST HALF FY-92 <u>TOTAL</u>	% OF <u>TOTAL</u> *
PROCEDURE	80	22.3	97	21.1
EQUIPMENT	193	53.8	223	48.6
ENVIRONMENT	49	13.6	68	14.8
SERVICES	18	5.0	29	6.3
PUBLICATIONS	2	0.6	13	2.8
OTHER	17	4.7	27	5.9
UNLISTED	0	0.0	2	0.4
TOTAL	<u>359</u>		<u>459</u>	

CONDITIONS REPORTED***PERCENTAGES ARE ROUNDED**

7.0 FEEDBACK

INTERPRETATIONS/CHANGES

During the course of conducting facility evaluations, we frequently need the assistance of experts from various disciplines to provide guidance in the interpretation of the intent of certain directives to ensure uniform application by air traffic facilities.

The following 11 interpretations, listed by topic and order number (when applicable), were received from various organizations during the second quarter of FY 1992. The interpretations received are included in Appendix 2.

<u>TOPIC</u>	<u>ORDER</u>
1. Interpretation: Practice Instrument Approaches; ATH-100 memorandum dated 09/26/91; ATP-100 response dated 02/12/92	7210.3
2. Interpretation: Low Approach and Touch and Go; ATH-100 memorandum dated 11/29/91; ATP-100 response dated 02/13/92	7110.65
3. Interpretation: Letters of Agreement; ATH-100 memorandum dated 12/30/91; ATP-100 response dated 02/03/92	7210.3
4. Interpretation: Adjacent Airport Operations; ATH-100 memorandum dated 01/09/92; ATP-100 response dated 02/06/92	7110.65
5. Interpretation: Departure Delay Information; ATH-100 memorandum dated 01/31/92; ATP-100 response dated 02/19/92	7110.65
6. Interpretation: Internal Evaluations; ATH-100 memorandum dated 02/26/92	7010.1
7. Interpretation: Terminal Instruction Program Guide; ATZ-100 memorandum dated 01/30/92	TP-12-O-1C

<u>TOPIC (con'td)</u>	<u>ORDER (cont'd)</u>
8. Interpretation: Tower Radar Displays; ATH-100 memorandum dated 12/06/91; ATP-100 response dated 02/25/92	7210.3
9. Interpretation: Liaison and Familiarization Travel; ATH-100 memorandum dated 01/24/92; ATZ-1 response dated 02/18/92	7210.3
10. Interpretation: Technical Performance Review; ATH-100 memorandum dated 12/17/91; ATZ-1 response dated 03/03/92	3430.4
11. Interpretation: Speed Resumption on Standard Terminal Arrival Routes; ATH-100 memorandum dated 03/04/92; ATP-100 response dated 03/18/92	7110.65

8.0 TOP 10 PROBLEM AREAS IDENTIFIED IN FACILITY EVALUATIONS

Using the information maintained in our evaluations problem data base, we have compiled a list of the top 10 problem areas identified in CY 1991 full-facility evaluations (Figure 1). This information is based on a total of 272 evaluations.

The top 10 evaluation problems were selected based upon the following criteria:

- Any item which was identified as being found in 50 percent or greater of the facilities evaluated in any single air traffic option would be selected.
- Any item which has a total count of greater than 120 percent across all three options would be selected.
- In the event that less than 10 items meet the above criteria, the problem with the highest total percentage count across all three options would be selected to round out the top 10.

**TOP 10 PROBLEM ITEMS
IDENTIFIED DURING FULL-FACILITY EVALUATIONS
(Calendar Year 1991)**

	TERMINALS	FLIGHT SERVICE	CENTERS	ITEM DESCRIPTION
1.	49.1%	49.4%	83.3%	Training entries: Appropriate training, certification signatures, and initials entered (3120.4, pars. 1321.a-c., and app. 1; 7210.3, par 223)
2.	63.3%	47.1%	75.0%	Preparation: Of FAA Forms 7230-4 or an approved automated method (7210.3, pars. 462 & 465a-i; 7210.42, par. 4b & app. 1, pp. 1-4)
3.	50.5%	52.9%	66.7%	Preparation: Of FAA Forms 7230-10 or an approved automated method (7210.3, par. 462; 7210.42, par. 4b & app. 2, pp. 1-4)
4.	49.1%	0.0%	50.0%	Appropriate entries in the training records (7210.3, par. 539 and 3120.4, par. 600.b.)
5.	43.1%	22.4%	75.0%	Record entries: Timely and complete (3120.4, pars. 1321.b. and app. 1)
6.	26.1%	34.1%	75.0%	Phraseology (7110.65)
7.	38.5%	41.2%	75.0%	Reference files/position binders (7210.3, par. 203)
8.	33.5%	18.8%	58.3%	FAA Form 3120-25, evaluation reports completed (3120.4, pars. 305 & 1320; 3120.24, par. 7.c.(4)(e) and app. 2, pp. 1-19)
9.	21.7%	12.9%	75.0%	Interphone Format (7110.65, pars. 2-80 & 2-81)
10.	28.4%	24.7%	58.3%	Refresher: Quarterly lost aircraft orientation (3120.4, par. 422.d.)

Figure 1

APPENDIX 1

TERMINAL OPERATIONAL ERRORS OCCURRING IN THE SECOND QUARTER OF FY 1992

<p align="center">TERMINAL OPERATIONAL ERRORS OCCURRING IN THE SECOND QUARTER OF FY-92</p>

REGION	FACILITY	ERRORS
ACE	Forbes Field Arpt (FOE)	1
ACE	Omaha TRACON (R90)	3
ACE	Lambert-St. Louis Int'l Arpt (STL)	1
AEA	Baltimore TRACON (B95)	1
AEA	Washington Nat'l Arpt (DCA)	7
AEA	Newark Int'l Arpt (EWR)	1
AEA	Westchester County Arpt (HPN)	1
AEA	Washington Dulles Int'l Arpt (IAD)	1
AEA	New York TRACON (N90)	3
AEA	Greater Pittsburgh Int'l (PIT)	1
AEA	Richmond Int'l (Byrd Field) Arpt (RIC)	2
AEA	Greater Rochester Int'l Arpt (ROC)	1
AEA	Syracuse Hancock Int'l Arpt (SYR)	1
AGL	Burke Lakefront Arpt (BKL)	1
AGL	Chicago TRACON (C90)	2
AGL	Cleveland Hopkins Int'l Arpt (CLE)	1
AGL	University of Illinois-Willard Arpt (CMI)	1
AGL	St. Louis Downtown -Parks Arpt (CPS)	1
AGL	Detroit TRACON (D21)	1
AGL	Detroit Metropolitan Wayne County Arpt (DTW)	1
AGL	Evansville Regional Arpt (EVV)	1
AGL	Hector Int'l Arpt (FAR)	1
AGL	Capital City Arpt (LAN)	1
AGL	Minneapolis TRACON (M98)	1
AGL	Southern Illinois Arpt (MDH)	1
AGL	Chicago Midway Arpt (MDW)	1
AGL	Quad-City Arpt (MLI)	1
AGL	Minneapolis-St Paul Int'l Arpt (MSP)	1
AGL	Chicago O'Hare Int'l Arpt (ORD)	1
AGL	Michiana Regional Arpt (SBN)	1
AGL	Traverse City Cherry Capital Arpt (TVC)	1
ANE	General Edward Lawrence Logan Int'l Arpt (BOS)	1
ANE	Windsor Locks TRACON (Y90)	1

REGION	FACILITY	ERRORS
ANM	Denver TRACON (D84)	1
ANM	Portland TRACON (P80)	2
ANM	Salt Lake City TRACON (S56)	2
ANM	Salt Lake City Int'l Arpt (SLC)	1
ASO	Asheville Regional Arpt (AVL)	1
ASO	Columbus Metropolitan Arpt (CSG)	2
ASO	Cincinnati/Northern Kentucky Int'l Arpt (CVG)	1
ASO	Daytona Beach Regional Arpt (DAB)	2
ASO	Dothan Arpt (DHN)	1
ASO	Blue Grass Arpt (LEX)	1
ASO	Orlando Int'l Arpt (MCO)	2
ASO	Memphis Int'l Arpt (MEM)	1
ASO	Dannelly Field Arpt (MGM)	1
ASO	Miami Int'l Arpt (MIA)	5
ASO	Meridian NAS/McCain Field/Arpt (NMM)	1
ASO	Standiford Field Arpt (SDF)	1
ASO	Sarasota-Bradenton Arpt (SRQ)	1
ASO	Tampa Int'l Arpt (TPA)	1
ASO	San Juan CERAP (ZSU)	1
ASW	Dallas-Ft. Worth TRACON (D10)	1
ASW	El Paso Int'l Arpt (ELP)	1
ASW	Houston Intercontinental Arpt (IAH)	1
ASW	Lake Charles Regional Arpt (LCH)	1
ASW	Roswell Industrial Air Center Arpt (ROW)	1
ASW	San Antonio Int'l Arpt (SAT)	2
AWP	Hawthorne Municipal Arpt (HHR)	1
AWP	Los Angeles TRACON (L56)	3
AWP	McCarran Int'l Arpt (LAS)	1
AWP	Los Angeles Int'l Arpt (LAX)	4
AWP	Miramar NAS/Mitscher Field/Arpt (NKX)	1
AWP	Ontario TRACON (O40)	3
AWP	Oakland TRACON (O90)	2
AWP	Metropolitan Oakland Int'l Arpt (OAK)	1
AWP	Phoenix Sky Harbor Int'l Arpt (PHX)	1
AWP	Ernest A. Love Field Arpt (PRC)	1
AWP	Stockton Metropolitan Arpt (SCK)	1
AWP	John Wayne Arpt-Orange County Arpt (SNA)	1
AWP	Honolulu CERAP (ZHN)	2

APPENDIX 2

INTERPRETATIONS RECEIVED DURING THE SECOND QUARTER OF FY 1992



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

ject: ACTION: Request for Interpretation,
Practice Instrument Approach
Letters of Agreement

Date: **SEP 26 1991**

om: Manager, Evaluations Division, ATH-100

Reply to
Attn. of:

To: Manager, Procedures Division, ATP-100

Order 7210.3, paragraph 15-31, states that Flight Service Station (FSS) locations which provide Airport Advisory Service (AAS) where an ARTCC or approach control facility provides standard separation to VFR aircraft practicing instrument approaches, shall include the provisions for handling such aircraft in a letter of agreement.

Since the control facility is the one providing separation and is interested in the location and intentions of the aircraft, it seems more logical that the control facilities write the letter. The FSS can only provide information if the pilot elects to participate in AAS. Instructions from a control facility to contact the FSS for AAS would appropriately make it mandatory. Also, the FSS should not be dictating to control facilities on how aircraft should be handled. Air traffic control and separation is not an FSS function.

We believe this requirement should be an ARTCC or an approach control responsibility and the paragraph should be moved as a subitem to paragraph 4-31 in the same order. Just as an aside, paragraph 4-31e references paragraph 2-54b. That paragraph does not exist. It should be paragraph 2-84b.

Please review this request and provide our office with an interpretation.

If you have any questions, please contact Mr. Jim Brandon, ATH-150.8, at FTS 257-9670.

Timothy E. Halpin



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request for Interpretation,
Practice Instrument Approach Letter of
Agreement; Your Memo Dated 9/26/91

Date: FEB 12 1992

From: Manager, Procedures Division, ATP-100

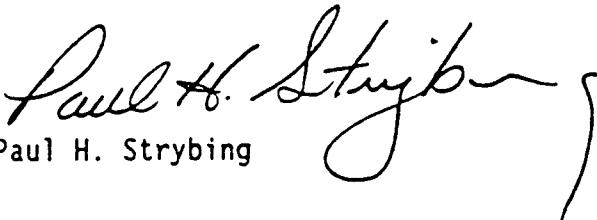
Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100

We have reviewed your request for interpretation, practice instrument approach letters of agreement. Order 7210.3, paragraph 15-31 is only one reference to the need for a letter of agreement. Order 7210.3, paragraph 8-33a, for En Route and paragraph 12-34b, for Terminal also reference the need for a letter of agreement.

It is our interpretation that En Route or Terminal facilities should initiate the letter of agreement for practice instrument approaches but that the reminder to all three options of the need for one remain.

We concur that the reference to paragraph 2-54b, is in error and should be paragraph 2-84b. This will be corrected in the next change to Order 7210.3.


Paul H. Strybing

ACTION: Request for Interpretation
on Use of the Term "Missed Approach"

NOV 29 1991

Manager, Evaluations Division, ATH-100

Manager, Procedures Division, ATP-100

During recent evaluations of radar approach control facilities, we have observed that controllers are misusing the term "missed approach." Specifically, this occurs when aircraft are conducting multiple practice approaches and the controller is providing instructions to be followed when each approach is completed. Instead of assigning departure/climb out instructions in accordance with Order 7110.65, paragraph 4-91, controllers are substituting phrases such as "...your missed approach instructions are...." As indicated by Order 7110.65, paragraph 4-88, a missed approach procedure or alternate missed approach procedure must be flight checked and published on the appropriate FAA Form 8260.

We believe, that the use of the term "missed approach" in lieu of the phraseology described in Order 7110.65 is occurring often enough to warrant systemwide attention and suggest that this topic be considered for inclusion in a future Air Traffic bulletin.

Ron Cooper

for Timothy E. Halpin



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request for Interpretation
on Use of the Term "Missed Approach; Your
Memo Dated 11/29/92

Date: **FEB 13 1992**

From: Manager, Procedures Division, ATP-100

Reply to
Attn. of:

To: Manager, Evaluations Divisions, ATH-100

Your request for a procedural interpretation to Order 7110.65, paragraphs 4-88 and 4-91, concerning the use of phraseology for aircraft executing practice instrument approaches has been reviewed.

The use of climb out instructions, as described in Order 7110.65, paragraph 4-91, are applicable to aircraft not executing multiple practice approaches. Paragraph 4-88 applies to missed approach procedures which are published and approved by flight standards on a FAA Form 8260. There is a significant difference between a missed approach procedure and missed approach instructions. Missed approach instructions are often issued to aircraft conducting practice approaches. The missed approach instructions are only issued when the aircraft will not execute a published missed approach.

Please direct any questions to Willie Card, ATP-128, at FTS 267-9336.


Paul H. Strybing



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

ACTION: Request for Clarification of
Order 7210.3, Paragraph 4-30f(3)

Date: **DEC 9 0 1991**

Manager, Evaluations Division, ATH-100

Reply to
Attn. of

Manager, Procedures Division, ATP-100
ATTN: Manager, Terminal Procedures Branch, ATP-120

Recently, an evaluation of an airport traffic control tower was conducted by members of ATH-150. During the evaluation, the requirement to exchange information on braking action was identified as a problem. The facility did not have a letter of agreement (LOA) with airport management in accordance with Order 7210.3.

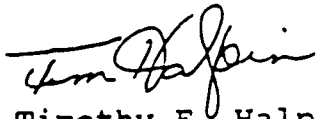
Order 7210.3, paragraph 4-30f(3) requires that:

"Air Traffic managers shall negotiate a letter of agreement when operational/procedural needs require the cooperation and concurrence of other persons/facilities/organizations. A letter of agreement shall be prepared when it is necessary to establish responsibilities for exchanging braking action reports with the airport management. As a minimum, procedures shall provide for the prompt exchange of reports which indicate runway braking conditions have deteriorated to "poor" or "nil" or have improved to "good."

While in the process of negotiating the LOA, the air traffic manager was informed by local airport management officials that they had communicated with Airport Division personnel concerning this requirement. Guidance provided to the local airport management indicated that they were not required to maintain an LOA with the local ATC facility concerning braking action.

This requirement is a mandatory checklist item when evaluating field facilities. Consequently, a clarification concerning the requirement for ATC facilities and local airport management to negotiate an LOA is necessary to effectively evaluate this checklist item.

If we can provide additional information or be of further assistance, please contact Raymond Blue, ATH-150.6, at FTS 257-9670.

A handwritten signature in cursive script, appearing to read "Tim Halpin".

Timothy E. Halpin



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: ACTION: Request for Clarification of
Order 7210.3, Paragraph 4-30f(3);
Your Memo Dated 12/30/91

Date: FEB - 3 1992

From: Manager, Procedures Division, ATP-100

Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100

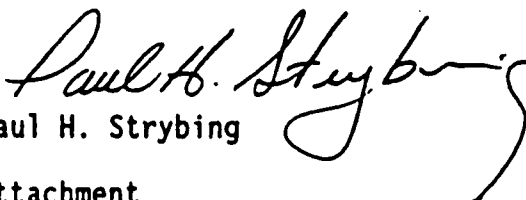
The Terminal Procedures Branch, ATP-120, has reviewed the subject memorandum. This paragraph requires air traffic managers to negotiate a Letter of Agreement (LOA) when operational or procedural needs require the cooperation and concurrence of other persons, facilities, or organizations.

The circumstances surrounding the situation discussed in your memorandum were presented to the Office of Airport Safety and Standards. A copy of their response, which addresses any requirement for airport management to maintain an LOA with the local air traffic control facility concerning braking action, is attached.

The air traffic manager must negotiate an LOA with airport management. The refusal of airport management to enter into an LOA is not an indication that the air traffic manager failed to negotiate as required in Order 7210.3, paragraph 4-30f(3). The air traffic manager should continue attempts to resolve the issue and maintain detailed records.

This situation appears to have been an isolated case and has been resolved. A recent report from the Great Lakes Air Traffic Division surfaced a problem with airport authorities being reluctant to enter into an LOA with air traffic facilities. The problem identified was wording used for the hold harmless clause required in Order 7210.3. The hold harmless clause has been changed and will appear in change 3 to Order 7210.3, effective on June 25, 1992.

Please direct any questions to Bud Morgan, ATP-129, at FTS 267-9335.


Paul H. Strybing

Attachment

Date: January 15, 1992

Subject: ATH-100 ltr to ATP-100 re LOA for reporting runway conditions

Bud Morgan,

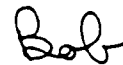
Per your request we have looked into this issue. Advisory Circular 150/5200-30A recommends that a letter of agreement between the airport operator and ATC spell out the reporting procedures for runway condition reports. We are unaware of any regulations which would require the airport operator to enter into such an agreement.

At airports certificated under FAR Part 139.339, an airport operator is required to collect and disseminate information on airport conditions to the air carriers through the NOTAM system and, as appropriate, other systems and procedures acceptable to the Administrator. Runway condition reports of the type described in your letter would fall within this reporting requirement.

Although the airport operator has this reporting requirement, there is no requirement in the Part 139 regulations for the operator to enter into an LOA with the ATCT. However, we fail to see why an operator of a certificated airport would refuse to enter into such an agreement since they are responsible for maintaining the runway surface and if need be, closing the runway.

We believe the case cited in the letter is an isolated instance that probably resulted from a misunderstanding on someone's part. ASO-600 has informed us that the airport operator at Augusta and the ATCT have entered into an LOA for this purpose.

It may be worth adding a sentence to the requirement for this LOA in your handbook that if the airport operator refuses to enter into the LOA the ATCT manager should seek the assistance of the regional Airport Certification Inspectors to attempt to resolve this matter.



Bob David



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: ACTION: Clarification of FAA
Order 7110.65E, Paragraph 7-106b

Date: JAN 09 1992

From: Manager, Evaluations Division, ATH-100

Reply to
Attn. of:

To: Manager, Procedures Division, ATP-100

The subject paragraph addresses airports within the airport radar service area (ARSA) and handling of aircraft departing those airports. For those airports to be within the ARSA, they would be located within the core (5-mile) area which starts at the surface. It is believed that the intent of this paragraph is to address any uncontrolled airports that underlie the outer circle of the ARSA. The letter to airmen would be necessary then to alert pilots who depart those fields, at what location and altitude penetration of the ARSA would take place, and frequencies used to contact the control facility. If the intent is, in fact, to address those airports in the core area only, what procedures would be necessary to publish a letter to airmen?


Timothy E. Halpin



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Clarification of FAA
Order 7110.65E, Paragraph 7-106b;
Your Memo Dated 01/09/92

Date: FEB - 6 1992

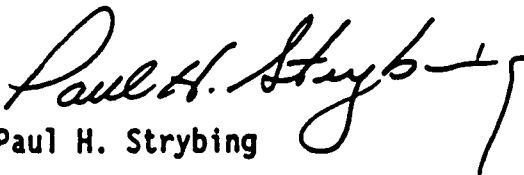
From: Manager, Procedures Division, ATP-100

Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100

Thank you for your memorandum requesting classification of FAA Order 7110.65E, Paragraph 7-106b, Adjacent Airport Operations. The subject paragraph applies to aircraft departing uncontrolled airports within the airport radar service area (ARSA). Procedures are not required for airports outside the ARSA in the outer area. This area is defined in the Airman's Information Manual (AIM), paragraph 3-31 a, b, and c, and paragraph 3-32.

Items to be advertised in a letter to airmen for aircraft departing uncontrolled airports within the ARSA should include a point to contact the controlling facility, frequencies, normal traffic flows and altitudes of aircraft which are routed near the uncontrolled airport, and a brief explanation of the services that will be provided. The letter to airmen should stress the importance of timely communications with the facility providing the ARSA services.


Paul H. Strybing

ACTION: Interpretation Request,
Order 7110.65, Paragraph 3-101,
Departure Delay Information

JAN 31 1992

Manager, Evaluations Division, ATH-100

Manager, Procedures Division, ATP-100

We request an interpretation of the subject paragraph as it pertains to gate-hold procedures. Evaluations of lower level facilities have revealed that these facilities have neither implemented nor developed such procedures. Does a requirement exist to include these type of procedures in all facilities, or may lower level facilities delete the requirement for gate-hold procedures?

Please provide us with a written interpretation of this issue so we may disseminate the information to our field branches as soon as possible.

Please refer any questions to Ron Cooper, Manager, Evaluations Standards and Coordination Branch, ATH-110, at 73260.

Original signed by:
Timothy E. Halpin

Timothy E. Halpin



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: Interpretation Request,
Order 7110.65, Paragraph 3-101, Departure
Delay Information; Your Memo Dated 01/31/92

Date: **FEB 19 1992**

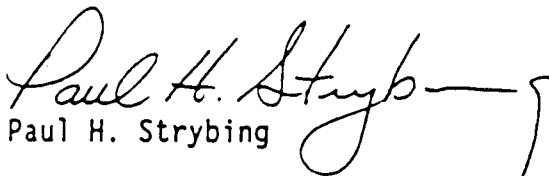
From: Manager, Procedures Division, ATP-100

Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100

Thank you for your memorandum requesting an interpretation of departure delay information. Order 7210.3, paragraph 12-32b, states that facility air traffic managers shall meet with airport management and users to develop local gate hold procedures in accordance with limitations imposed by local conditions. The intent of the paragraph is to require gate hold procedures at airports that have identified the need for this procedure. Gate hold procedures are not required unless air traffic conditions dictate. A change proposal will be developed and circulated which will clarify the intent of paragraph 12-32b.

Please direct any questions to Bob Pierce, ATP-121, at 267-9343.


Paul H. Strybing

cc: Regional Air Traffic Divisions



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Interpretation of Internal
Evaluations, Order 7010.1, Paragraph 7d

Date: FEB 26 1992

From: Manager, Evaluations Division, ATH-100

Reply to
Attn. of:

To: See Distribution

During a recent evaluation, a facility manager asked if internal evaluation reports and responses are to be forwarded to the appropriate regional office. He also asked if the 45-day and 90-day time requirements used for ATH evaluations are to be applied to the field facility's internal evaluation process. We reviewed the subject paragraph and provide the following interpretations pertaining to internal evaluations.

The intent of the subject paragraph is that the facility's internal evaluation report and responses are to be prepared in accordance with appendix 9 of Order 7010.1. The originals are to remain at the facility; however, copies of the internal evaluation report and responses may be sent to the regional office upon request. Responses to evaluations conducted by ATH are the only responses the facility is required to forward to the regional office.

Additionally, the intent of this paragraph is that field facilities shall adhere to the 45-day and 90-day time requirements for responses to internal evaluations as they do for evaluations conducted by ATH.

This process will allow management to correct and track problem areas identified from the national checklist and implement a management control which would prevent recurring problems during subsequent evaluations conducted by ATH.

If you require additional information, please contact Larry Guidry, ATH-110.2, at FTS 267-9119.

Orig signed by

R Cooper

for Timothy E. Halpin

Distribution:
Regional Air Traffic Division Managers
ATH-120/130/140/150
AAL-506/AAC-930/932B



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Interpretation of the Terminal
Instructional Program Guide (IPG) TP-12-0-1C,
Pages 10-2, 14-12 and 16-2; AGL-530 memo dated 12/20/91

Date: JAN 30 1992

From: Manager, Training Requirements Program, ATZ-100

Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100
Regional Air Traffic Division Managers

In response to the recent inquiries concerning the above subject, a copy of which is attached, we provide the following information:

Question: What qualification training does a facility provide to a tower air traffic control specialists (ATCS) that has a bright radar indicator tower equipment/digital bright radar indicator tower equipment (BRITE/D-BRITE (the term BRITE will be used to include both BRITES and D-BRITE's, except in paragraph e.)) radar display?

Answer: The Qualification Training requirements are stated on page 10-2 paragraph 1 and 2 for classroom requirements and further explained on pages 14-12 for Local Control and 16-2 for Radar Control. All of these requirements must be taken into consideration to answer the question.

A clarification of the Qualification Training Requirements for VFR towers and radar approach controls follows, as per the Terminal Instructional Program Guide (IPG), TP-12-0-1C:

- a. Developmental ATCS's at VFR towers with BRITE radar shall complete Phase VI through IX and the BRITE radar examination.
- b. Developmental ATCS's at VFR tower which use BRITE radar for IFR separation shall complete Phase VI through IX, BRITE radar examination, Radar Qualification Examination and Phase XI Section 1 paragraphs A1 and A2. Phase V (currently Phase Xa or radar training facility (RTF)) at the FAA Academy is not required.
- c. Developmental ATCS's at towers combined with radar approach control facilities which use BRITE radar for Instrument Flight Rules (IFR) separation shall complete Phase V through IX, BRITE Radar Examination, and Phase XI. Phase V (Phase Xa or RTF) at the FAA Academy is required and should be scheduled after completion of Phase IX, Section 2. The prerequisite for RTF is completion of Phases II and III, this prerequisite is waived for military direct hires.

d. Developmental ATCS's must complete the Airport Surveillance Radar System (ASR) course appropriate to the type of ASR used at their facility prior to completion of Phase IX. (Course 55037, ASR-7; Course 55038, ASR-8; or Course 55039, ASR-9).

e. ATCS's at towers with D-BRITE's associated with Automated Radar Terminal System (ARTS) equipped facilities must complete the qualifications of page 16-2 paragraph 3 for the ARTS at the facility prior to completion of Phase IX. Facilities should use the ARTS operation manuals for the appropriate ARTS.

Question: If Phase XI lesson plans are a part of the required qualification training for Phase IX, how can a VFR tower facility get lesson plans from the radar phase of training?

Answer: The lesson plans and other course materials for Phases VI to XI are available from the FAA Academy to all facilities to support air traffic training (see TP-12-0-1C page 10-2). Lesson plans are aligned as follows:

a. Phase X lesson plans (Course 55030) are available to nonradar and radar approach control facilities.

b. Phase XI Section 1 and 2 lesson plans (Course 55031) are available to VFR tower which use BRITE radar for IFR separation and for radar approach control facilities.

The above information does not change any requirements of the TP-12-0-1C. For further information contact Bill Wallace, ATZ-120, on FTS 366-6574.



Ned S. Reese

Attachment



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject INFORMATION: Local Control
Qualifications

Date: December 20, 1991

From Air Traffic Manager, Dayton ATCT

Reply to
Attn. of:

To Manager, Airspace and Procedures Branch, AGL-530

Dayton ATCT is a combined Radar/Tower operation meaning specialist work in both the Tower and TRACON. Prior to a Full Facility Evaluation from ATH-150 held April 18-21, 1991 the facility had operating directives which delegated separation responsibility to the Local Control position for aircraft inside the final approach fix (FAF) for the purpose of separating arrivals and departures and separation of successive arrivals inside the FAF. During the evaluation, the ATH-150 team advised this was an illegal operation when a Local Controller certified but not radar certified person was working Local Control. They advised us there would be no follow-up if this was corrected immediately. Therefore, we took action and changed procedure to place separation responsibility for successive arrival separation with the Final Control position.

The facility's rationale prior to the evaluation was: That although some individual developmentals were not radar certified, their ability to separate aircraft inside the FAF was inherent with Local Control certification. Since the radar display in the Tower is certified for radar separation, it was our opinion that Paragraph 12-42a. of Handbook 7210.3J applied along with Paragraph 12-42b. 5(b) as we provided the training necessary for developmentals not radar certified, to provide proper separation as part of the Local Control certification. The Instructional Program Guide (IPG) TP-12-0-1b states: Developmentals cannot receive Radar Training Facility (RTF) training until completion of Phase IX, Local Control position certification. This puts the interpretations of the IPG and Handbook 7210.3J in conflict with each other.

The evaluators advised that what we were doing was satisfactory as long as radar qualified individuals worked Local Control. It is impossible to have two sets of standards unless a facility has 100 percent radar certified workforce. Additionally, a recent operational error occurred at this facility in which separation

deteriorated on final; at a time when Local Control was pointing out potential conflict with the Final Control position. Local Control could not take positive steps to avert the conflict, and it was an FPL on Local; because Local Control has no responsibilities or control jurisdiction per the interpretation of ATH-150.

This interpretation effects Level III and Level IV facilities that have developmentals certified through the CAB and not get certified on radar. We recommend as a solution: A change to either the word of Paragraph 12-42 of Handbook 7210.3J or a change in the timing of RTF training. At facilities where Local Control certification occurs prior to radar certification, RTF should be a part of Phase IX training and local training should include training on the duties inherent with a radar Local Control position certification.

Your assistance in resolving these questions would be appreciated. Dayton Tower currently has a workforce which consists of 26 percent developmentals certified through Local, yet not radar certified. The current interpretation which requires a radar position to monitor aircraft to the runway end and does not allow Local to take action to prevent conflict may not be the safest nor the most efficient use of procedures. If we can provide additional information, please contact Ken Puhala or Dick Petersen, FTS 774-7799.


Maureen Woods



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: ACTION: Request for Procedural Interpretation

Date: DEC 06 1991

From: Manager, Evaluations Division, ATH-100

Reply to
Attn. of:

To: Manager, Procedures Division, ATP-100

During a recent in-flight evaluation of a Level II VFR ATCT utilizing tower radar display equipment, an ATH evaluator encountered a questionable procedure being applied which requires an official interpretation of appropriateness. This procedure has surfaced in other VFR facilities utilizing tower radar displays.

The procedure in question is as follows: Aircraft inbound for landing at a VFR ATCT are requested to change transponder code or to "Ident" for aircraft's identification, exact location, or spatial relationship to other aircraft. This procedure is defined in FAA Handbook 7210.3J, paragraph 12-42b., and the ATCT is providing all services listed under this paragraph.

The problem is twofold: (1) User's do not understand the difference between a VFR and IFR ATCT providing radar service. All the user understands is that with a transponder code change or "Ident" radar traffic advisories, direction, or suggested headings may be issued and that they are being provided full radar service. The provisions of FAA Handbook 7110.65, paragraph 3-9, defines the use and limitations of tower radar displays by controllers; however, the pilot has no knowledge of the difference between VFR and IFR ATCT's and the use of radar displays and therefore assumes full radar service is being provided. (2) The VFR ATCT is normally associated within the airspace of a full-range TRACON owning airspace above and around the ATA of the VFR ATCT. The VFR ATCT working aircraft under FAA Handbook 7210.3J, paragraph 12-42b., in the airspace of the adjoining TRACON, are not complying with 7110.65F, paragraph 2-14. The problem is two controllers working aircraft in the same airspace without coordination.

We alerted the regional office of the facility applying this procedure and questioned the appropriateness. The region advised that control instructions by the VFR ATCT were not considered controlling in another controller's area of jurisdiction (memorandum attached).

As an additional followup, we briefed a specialist in the ATP organization of the questionable practice and were subsequently informally advised the specialists within the ATP organization agreed with ATH, and they were going to discuss the problem at their next staff meeting. Consequently, we request an official interpretation of the legitimacy of the procedure outlined above.

Thank you for your cooperation, if we can be of further assistance in this matter, please contact Richard P. Burgess, ATH-130, at FTS 741-5588.


Timothy E. Halpin

Attachment



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandu

Subject: INFORMATION: Stage II Services

Date: **NOV 27 1991**

From: Manager, System Management Branch, ASW-530

Reply to
Attn. of: ASW-532

To: Manager, ATC Tower (Will Rogers), Oklahoma, OK

This confirms the discussions we have had with Larry Grider, Manager, Riverside Airport Traffic Control Tower pertaining to administration of Stage II program recently initiated at Riverside.

Larry had solicited guidance/clarification of certain issues pertaining to Stage II procedures. He also provided background on surfacing pilot controversy, and information he has received from Tulsa International and ATH-130.

We provided the following guidance:

1. ATIS Information - arriving aircraft should be advised to contact approach control for radar sequencing, without "qualifiers." Stage II program requires that pilots be urged to participate and ATIS broadcasts should not contain wording that discourages participation.
2. Initial Contacts - pilots that call Riverside first should be referred to approach control/questioned if they had tried/suggest they call/etc., as might be appropriate; unless they specifically state "negative Stage II/negative radar/words that leave no doubt the pilot is rejecting the service. Statements that they have the information do not suffice as rejection of Stage II.
3. Departure Instructions - instructing VFR departures to contact departure control is not stressed/emphasized as for arrival participation, especially if user benefits are not significant. User meetings/briefings would be a more appropriate form for gaining departure participation. Although ATIS broadcasts can be used to advertise the option, e.g., VFR departures desiring traffic advisories contact. . . . Wording that implies direct instructions are not recommended.

4. Handling Nonparticipants - nonparticipating arrivals that can be handled by the tower without affecting the approach sequence do not have to be pointed out to the approach controller. Letter of Agreement can address the type of operations where coordination is unnecessary/undesirable, e.g., arrivals to runway not used by approach, practice area returnees that are on nonconflicting routes/going to the touch-and-go pattern, arrivals immediately outside the ATA that will not affect the approach sequence, etc.

5. Duel Control - nonparticipating arrivals that are not issued control instructions by the tower may be retained on tower frequency while outside the ATA and is not considered controlling in another controller's area of jurisdiction.

Stage II arriving aircraft should be transferred to tower jurisdiction prior to penetrating the ATA to avoid vectoring by approach control inside the ATA, and to allow tower sequencing into the landing sequence.

We strongly recommend frequent inter-facility meetings to discuss procedural applications, arising issues, differences, etc. We also urge frequent pilot meetings, especially with those users that adamantly oppose the program. Pilots that are irritated by the "implied coercion" of ATIS wording and tower challenges to contact approach control could be told to just advise "negative Stage II" on initial contact. We may be better off with this approach until the program sells itself, then we could go back to urging participation by them.



Richard J. Cibak

cc:

Tulsa (Riverside) ATC Tower
Tulsa (International) ATC Tower
ATH-130



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request for Procedural
Interpretation; Your Memo Dated 12/06/92

Date: FEB 25 1992

From: Manager, Procedures Division, ATP-100

Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100

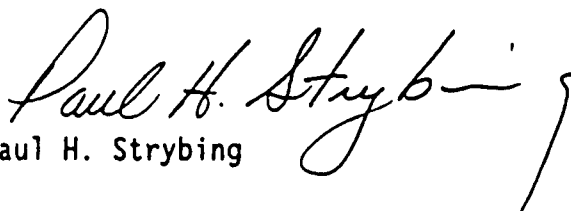
Thank you for your request for an interpretation on the use of a radar display in a visual flight rules (VFR) tower.

Order 7210.3J, paragraph 12-42b, states that tower radar displays may be used to determine an aircraft identification, exact location, or spatial relationship to other aircraft. The Airman's Information Manual (AIM), paragraph 4-52d, explains that tower radar displays may be used for certain functions, but are not intended to be used for providing radar service. Paragraph 4-52e of the AIM specifically states that "when in communications with a tower controller who may have radar available, do not assume that constant radar monitoring and complete radar services are being provided."

Good operating practices dictate that facilities establish Letters of Agreement, even when no separation responsibilities have been delegated to a VFR tower, which prescribe local operating procedures. These procedures may address changing aircraft transponder codes by the tower.

The November 27, 1991, memorandum from the Manager, Systems Management Branch, ASW-530, states that the VFR aircraft being worked by the tower are not issued control instructions. A Letter of Agreement which addresses the use of the radar display in the tower should be developed which will ensure that control instructions are not provided by the tower. Order 7110.65, paragraph 2-14, applies to aircraft being provided radar services and not general advisories which may be provided by a VFR tower with a radar display.

Please direct any questions to Willie Card, ATP-128, at FTS 267-9336.


Paul H. Strybing

JAN 24 1992

ACTION: Request Clarification for the Number
of Authorized Trips Per Year Per Air Carrier
for Liaison and Familiarization Travel

Director of Air Traffic
System Effectiveness, ATH-1

Director of Air Traffic
Program Management, ATZ-1

We recently received a copy of Order 7210.51, Liaison and Familiarization Travel Program Administration Procedures for Air Carriers That Do Not Require Advance Notification. A review of the order, dated December 3, 1991, revealed contradictions to existing requirements in Order 7210.3, Facility Operation and Administration.

Order 7210.51, paragraph 4, states that "Air traffic specialists shall adhere to the special procedures contained in the appendices when requesting participation in the liaison and familiarization program for that air carrier." Additionally, appendix 3, page 3 (United Airlines memorandum, dated June 24, 1991), second paragraph, indicates that "Air Traffic Control Specialists are authorized to travel in OMC (Observer Member of Crew) status on an unlimited basis on United Airlines." This appears to supersede Order 7210.3, paragraph 7-44, which states that each specialist shall be limited to travel on the same air carrier once during the calendar year.

Due to the sensitivity of this matter, we request clarification as soon as possible. Please refer any questions to Ron Cooper, ATH-110, at 73260.

Greg Signed

John D. Canoles



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request Clarification for the Number of Authorized Trips Per Year Per Air Carrier for Liaison and Familiarization Travel; ATH-1 memo dated 1/24/92 Date: FEB 18 1992

From: Director of Air Traffic
Program Management, ATZ-1

Reply to
Attn. of:

To: Director of Air Traffic
System Effectiveness, ATH-1

We have corrected both the authorization of more than one trip per air carrier, per year, per specialist, and the amount of time required for the manager to process the trip request. GENOT 2/5, N7210.383 was issued on January 22nd (see attachment) to correct FAA Order 7210.51.

Due to the fact that we do not control what the air carrier offers, we only corrected our authorization of the number of trips per year. In building FAA Order 7210.51, anticipated changes to FAA Order 7210.3 were included. We were hopeful that both orders would be completed at the same time. Since notification that the changes to FAA Order 7210.3 were delayed by the NATCA contract negotiation process, FAA Order 7210.51 was reviewed to see if any items needed modification. The two items stated in the above referenced GENOT were the only two in conflict with the NATCA/FAA agreement and FAA Order 7210.3.

If you have any questions, please contact Charlie Parks, ATZ-120, on extension 61297.

Nancy Kalinowski

Neil R. Planzer

Attachment

NOUS 2 KRWA

GENOT RWA 2/5 SVC B

GG ALRGNS 1/500 AAC/1 ACT/1 ALATFO

N7210. 383

SUBJECT: FAA ORDER 7210.51, LIAISON AND FAMILIARIZATION TRAVEL PROGRAM ADMINISTRATION PROCEDURES FOR AIR CARRIERS THAT DO NOT REQUIRE ADVANCE NOTIFICATION.

CNL: 01/4/92

EFFECTIVE IMMEDIATELY: AMEND FAA ORDER 7210.51, APPENDIX 1, 2, 3 AND 4, PAGE 1, PARAGRAPH 1a(1), TO READ: FAMILIARIZATION TRAVEL REQUEST, FAA FORM 1500-7, MUST BE SUBMITTED TO THE FACILITY SUFFICIENTLY IN ADVANCE TO PERMIT 3 ADMINISTRATIVE DAYS FOR INTERNAL PROCESSING.

UNTIL CHANGES TO FAA ORDER 7210.3, FACILITY OPERATION AND ADMINISTRATION, ARE APPROVED AND CONTRACT NEGOTIATIONS ARE COMPLETE, FAA ORDER 7210.3, PARAGRAPH 7-44a IS STILL IN EFFECT.

PLANZER, ATZ-1

1/22/92
Transmitted



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request for Interpretation

Date **MAR 04 1992**

From: Manager, Evaluations Division, ATH-100

Reply to
Attn of

To: Manager, Procedures Division, ATP-100

There has been confusion in ARTCC's regarding the instructions to "resume normal speed" when transferring communications from the center to approach control. The majority of arrivals during a heavy arrival push have speeds assigned by the ARTCC. The ARTCC controller, in order to ensure that the pilot complies with the speeds on the STAR, tells the aircraft to "resume normal speed." Some feel that this gives the pilot the freedom to delete the speeds on the STAR since those speeds may not be his/her normal speed. Others feel that the pilot is still responsible to comply with the speeds since he is still on the STAR. Should the controller state "comply with speeds on the arrival" before transferring communications to approach, or is "resume normal speed" sufficient?

If you have any questions please contact Jill Guthrie, ATH-130, at FTS 741-5588 or 214-574-5588.

Ron Cooper

cc: Timothy E. Halpin



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request for Interpretation;
Your Memo Dated 3/4/92

Date: **MAR 18 1992**

From: Manager, Procedures Division, ATP-100

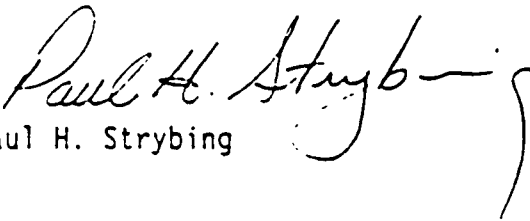
Reply to
Attn. of:

To: Manager, Evaluations Division, ATH-100

This is in response to the subject memorandum requesting an interpretation of the phrase "resume normal speed" and its possible effect on STAR speed restrictions.

It is our interpretation that "resume normal speed" is the correct phraseology to use in removing any previously issued speed control, except those speed restrictions imposed on an aircraft by a STAR. When the phrase "resume normal speed" is used in conjunction with a STAR, it requires aircraft to reduce or increase to a speed commensurate with the STAR requirements. It is not necessary for a controller to state "comply with the speeds on the STAR" to ensure the aircraft's compliance.

If we can be of further assistance in this matter, please contact Doug Balok, ATP-131, at 267-9375.


Paul H. Strybing



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: ACTION: Request for Interpretation,
Technical Performance Review Requirements;
ACE-500 Memo Dated 12/12/91

Date: DEC 17 1991

From: Director of Air Traffic
System Effectiveness, ATH-1

Reply to
Attn.
of:

To: Director of Air Traffic
Program Management, ATZ-1

Attached is a request for an interpretation of directives from the manager of the Air Traffic Division, ACE-500. We have forwarded it to your office for response.

Please advise the manager of the Evaluations Division, ATH-100, of your decision regarding the region's issues so that he may forward the information back to ACE-500 and incorporate it into future evaluations.



John D. Canoles

Attachment

cc:
ACE-500
ATH-100
ATH-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: ACTION: Technical Performance Review Requirements Date: DEC 12 1991

From: Manager, Air Traffic Division, ACE-500 Reply to
Attn. of:

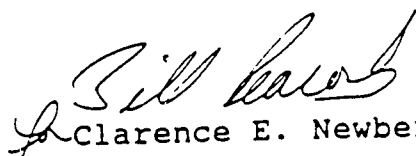
To: Director, Air Traffic System Effectiveness, ATH-1

We are requesting assistance to determine whether or not a person, regardless of position held and who maintains operational currency, is required to have semi-annual performance reviews (over-the-shoulder) and/or tape reviews in the terminal or enroute option. If required, who has reviewing responsibility and who has supervisory responsibility?

The situation described above frequently occurs in level I and II towers where the facility manager maintains operational currency. In larger facilities, second level supervisors may also maintain operational currency.

Accurate interpretation to FAA Order 3430.4A, dated February 15, 1977, paragraph 6c, includes a first line supervisor, but excludes the facility chief from over-the-shoulder training reviews. FAA Order 3120.4G, Chapter 7, Section 1, Change 1, dated February 1, 1987, refers to FAA Order 3430.4. In the attached memorandum from the Manager, Executive Staff, AAT-10, dated October 30, 1989, both tape reviews and over-the-shoulders are required for all personnel certified on one or more positions. These reviews are to be conducted by the person's first line supervisor, hub manager, or designee. The evaluator should be a first-line supervisor or higher. To further confuse the issue, we interpret the draft order entitled, "Technical Evaluation of Air Traffic Control Specialists" to require both tape reviews and over-the-shoulder performance reviews. Research suggests the draft order would resolve the issue by requiring both over-the-shoulder reviews and tape talks. However, to our knowledge, the draft order has not been finalized.

If you have questions concerning our informational request,
please contact Tom Mathison, ACE-542B, FTS
867-2274.


Clarence E. Newbern

Attachment



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: ACTION: Currency Requirements for Level I
Air Traffic Managers; ATS-200 memo dated 9/22/89

Date: OCT 30 1989

From: Manager, Executive Staff, AAT-10

Reply to
Attn. of:

To: Manager, Air Traffic System Resource
Analysis Division, ATS-200

This is in response to the above referenced memorandum. The over-the-shoulder and tape talk programs are intended for all personnel certified on one or more positions. They are to be conducted by the employee's first-line supervisor which may, in the case mentioned, be the Hub Manager or a designee. This individual should be a first-line supervisor or higher.

When responding to recurrent training, the employee's supervisor (Hub Manager) will identify the amount and extent of recurrent training required. The training should be conducted by the facility training administrator and recertification conducted the same as the initial certification.

These issues will be clarified when the new procedures for technical performance review are implemented. We anticipate this will be during the second quarter 1990.

If we can be of further assistance, please contact Linda Shaughnessy, AAT-14, on extension 79210.

Neil R. Planzer



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Request for Interpretation, Technical Performance Review Requirements; ACE-500 memo dated 12/12/91; ATH-1 memo dated 12/17/91; ATZ-1 memo dated 2/18/92

Date: MAR 3 1992

From: Director of Air Traffic
Program Management, ATZ-1

Reply to
Attn. of:

To: Director of Air Traffic
System Effectiveness, ATH-1

This is in response to your request for an interpretation of the administration of over-the-shoulder reviews and tape talk program. Any individual who maintains operational currency on one or more positions shall have a semi-annual over-the-shoulder training review and shall receive a semi-annual tape talk conducted by his/her first-level supervisor, hub manager, or a designee. The designee shall be a first-level supervisor or higher.

The draft order FAA 3430.x, Technical Performance Review, when finalized, will clarify the issues you have raised. If we can be of any further assistance, please contact Diane Tyler, ATZ-120, on extension 66841.

Neil R. Planzer

